

**CAPSTONE INDUSTRY COUNCIL MEETING  
MINUTES  
February 8, 2006**

The Alaskan Capstone Industry Council met at the Alaska DOT/PF Building on February 8, 2006, at 8:00 am. An attendance list is attached to the minutes.

The following agenda items were presented:

**0800 – 0830**

**Information Sharing**

Opening  
Phase I & II  
WAAS  
WCAMS

Sue Gardner – Capstone Program Manager  
Ray Collins (Ops)  
Sue Gardner  
Sue Gardner

**0830 - 1000**

**Strategic Planning**

Phase III  
Industry Feedback

Statewide Briefing - Capstone Team  
Round Table

**Information Sharing**

**Opening: Sue Gardner**

Sue opened the meeting and introduced two new items to the agenda.

- The ADS-B program (which includes ADS-B and Capstone) was nominated for the Collier Trophy. The awards ceremony will be held in Washington D.C., on February 15, 2006. Sue will keep the Capstone Industry Council members apprised of the outcome.
- The Alaska Air Carriers Association is hosting its 40th Annual Conference and Tradeshow at the Hotel Captain Cook in Anchorage, February 15-18, 2006. Karen Casonovas reported that registration is scheduled February 7-9, 2006. Additional information is available on the following web site: [www.alaskaaircarriers.org](http://www.alaskaaircarriers.org)

Following introductions, Sue reviewed the "Capstone Mission Statement and Goals," and facilitated the meeting with an MS PowerPoint presentation. The presentation package can be viewed on the Capstone website.

## **Phase I:**

Ray Collins reported on the status of the Garmin MX-20 5.7c software upgrade. The target date for distribution is March 6, 2006. The software will be distributed to anyone who has the MX-20 hardware; however, the upgrade is not mandatory. The Part 135 operators, Part 91 operators, and Part 121 carriers will need training.

Leonard Kirk received an advanced copy of this Phase I avionics software upgrade and has prepared training for Capstone operators. Procedural items will be addressed during the one-hour course.

The Capstone Program Office will be participating in a telecon with FAA Headquarters on February 9, 2006, to work out issues surrounding the Phase I developmental GBTs. Based on results of those discussions, the five remaining Y-K GBTs will either be turned on for operational use or remain on the developmental server. FIS-B services are available on the developmental server. Flight Monitoring services are not available on the developmental server; however, pilots can obtain information for Flight Monitoring through CRABS.

## **Phase II:**

Ray Collins stated that all major obstacles and issues with the Phase II avionics have been resolved. Minor administrative issues remain to be worked. Acknowledgement was given to Ken Cox, Jimmy Wright, and AcroHelipro for their efforts. The Rotorcraft Supplemented Type Certificates (STCs) should be approved February 9, 2006.

Jimmy Wright, Capstone/NISC, reported that Phase II avionics installations should be completed by June 30, 2006. Of the 198 total installations, only 11 Cheltons, 12 retrofits (four are nearing completion), eight Garmin packages (two are nearing completion), and 25 helicopters remain.

Approximately 95% of the Part 135 operators in SE Alaska have Capstone equipment or they are getting it.

## **WAAS:**

Sue Gardner discussed WAAS Reference Stations and GEO satellite improvements planned for operations in FY07. The operational date for Alaska WAAS Reference Stations has slipped from April to August 2006. During

discussions on expected benefits of the satellite improvements, it was noted that the impact on future IFR development of approaches is variable and that general information needs to be distributed on the subject. Sue stated that she would mention this to JoAnn Ford, Office of Navigation Services, ATO-W.

JoAnn Ford will be at a booth at the Alaska Air Carrier's convention and will be providing a briefing to Conoco Phillips. JoAnn will also be attending future Capstone Industry Council meetings and working with the Capstone Program Office.

### **WCAMS:**

The Weather Camera (WCAM) program is on schedule to meet the FAA Administrator's Flight Plan 2006-2010 goal of eight installations for FY06. A graphical presentation is being prepared for the next Capstone Industry Council meeting to depict current and proposed WCAM locations.

### **Phase III:**

Sue Gardner briefed on strategic planning for Capstone Phase III and the program coordination process. The JRC2b will be held in the June to August 2006 time frame. Sue acknowledged that industry participation was helping the program to move forward quickly.

The President has set aside funds in FY07 for a national ADS-B program. How those funds will be allocated is being defined.

### **GBT Placement:**

Warren Gool, Capstone/NISC, explained the GBT objectives and the process for selection of sites. Finding existing infrastructure to reduce costs has been a problem. It requires coordination with the owners of those infrastructures and the availability of commercial power.

The desire to have a GBT on St. Lawrence Island was identified as a critical need. Northway was mentioned as another area that should be included. Warren Gool stated that he would look into the matter.

Sue Gardner reported that Capstone is looking at where the commercial IFR routes are located and where VFR aircraft are operating, to ensure that radar coverage is addressed in those areas.

Capstone is looking at the number of GBTs required to get the desired coverage based on industry input, areas prone to accidents, typical routings, planes coming from Canada, and international traffic. Capstone will take a proposal to the JRC to get the GBTs implemented statewide.

### **IFR Infrastructure Enhancements:**

Mike Borowski, MITRE, gave a presentation on IFR Infrastructure Enhancements. He identified objectives of the enhancements and the conversion process. Mike stated that the Industry Council Transition Working Group (TWG) identified the criteria for airport selection. The next TWG meeting was scheduled for February 8, 2006, 1:30 pm, at the Capstone Program Office.

### **NAVAID Divestment:**

Mike Borowski described NAVAID divestment as switching from ground-based to space-based navigation, with the goal of reducing costs while continuing to provide services.

NAVAID divestment has the potential to impact Transcribed Weather Enhanced Broadcast (TWEB) coverage in Alaska, and alternatives are in the early stages of being explored. The Capstone Program Office, in conjunction with MITRE, is researching alternatives and will be coordinating with FAA AT and other FAA offices for solutions.

MITRE is researching alternative coverage in-depth. Cell phone and AM coverage down to the surface are being evaluated using models.

Tom George, AOPA, stated that the proposal to decommission the Bishop NDB would cause a loss of service in this area.

### **Mode-S:**

Sue Gardner prepared a response to the Federal Register announcement of October 7, 2005, which announced the FAA's long-term policy for Mode-S transponder equipment requirements.

The policy mandates Part 121 and Part 135 aircraft to equip with a Mode-S transponder. The latitude for exemption will be going away in March 2006.

Regarding comments that Mode-S performed better than Mode-A/C, Sue responded that ADS-B performs better than both and is a step forward in technology.

### **Around the Table:**

A Synthetic Vision Workshop is being held in Seattle the week of February 13, 2006.

IFR Approaches - Paul Bowers reported.

The majority of airports transitioning from VFR to IFR are existing rural, gravel airports. These VFR airports need ground changes that will warn pedestrians and ground traffic of approaching IFR aircraft. A circling approach and sirens on the ground are some of the options discussed. Sue offered to discuss this at the TWG meeting later in the day.

Flight Explorer - Skip Nelson reported.

UAA, Mitre, and operators have an issue with Flight Explorer. Virtually no one is signing up with Flight Explorer due to the high cost and technical issues. TWEB is critical to the operators--they want to see traffic on the ground. Flight Explorer has a 200 ft. ceiling. Sue stated that Capstone is looking at the architecture and what needs to be done to make Flight Explorer work properly. Capstone realizes that Flight Explorer is not currently working the way it was intended to.

Altitude Filter - Pat Murphy reported.

There is no 200 ft. altitude filter leaving the Anchorage ARTCC (ZAN). The filter is applied at the vendor or Volpe level. Mike Harkins will look into this issue.

Traffic Display - Jimmy Wright reported.

Jimmy Wright gave an update on the status of Cheltons getting traffic display in the cockpit. An upgrade of the memory chip in all IDUs is planned to start in late February 2006, followed by software upgrades in June 2006. Users are complaining about the vendors slipping their dates two and three years.

GBT Locations - Worth Kirkman reported.

MITRE is building models to determine the best location of GBTs based on various parameters.

Simulators - Mike Pannone reported.

The Medallion Foundation is changing simulators to X-Plane. They are installing simulators with Capstone Phase I equipment in Anchorage and will be following with Capstone Phase II equipped simulators in Juneau.

**Conclusion and Next Meeting:**

The meeting was concluded following discussions around the table. The next Capstone Industry Council meeting is planned for March 8, 2006, in the conference room at the State DOT/PF Building at Lake Hood.